Exhibit M-3.2 Amendments to the General Plan

Section 3: The Commerce and Industry Element of the San Francisco General

Plan is herby amended to read as follows:

POLICY 6.6 Adopt specific zoning districts, which conform to a generalized neighborhood commercial land use and density plan.

The application of other policies under this "neighborhood commercial" objective results in land use distribution patterns shown on the Generalized Neighborhood Commercial Land Use and Density Plan as shown on the accompanying map. Neighborhood Commercial zoning districts should conform to the map, although minor variations consistent with the policies may be appropriate. The Generalized Neighborhood Commercial Land Use and Density Plan provides for the following categories of neighborhood commercial districts:

Neighborhood Commercial Clusters

These districts provide a limited range of convenience retail goods and services to residents in the immediate neighborhood typically during daytime hours. In general, these districts should be limited to no more than one or two blocks of continuous retail frontage. Some districts may extend for several blocks with small stores, sometimes interspersed among housing. Generally, commercial uses should be limited to the ground floor and the upper stories should be residential. These districts are intended to be located in neighborhoods which do not have the need for or capacity to handle larger-scale commercial activities.

Small-Scale Neighborhood Commercial Districts

These districts provide convenience goods and services to the local neighborhood as well as limited comparison shopping to a wider market area. The size of these districts may vary from one to three blocks to several blocks in length. Commercial building intensity should be limited to the first two stories with residential development occasionally interspersed. Upper stories should be reserved for residential use. These districts are typically linear and should be located along collector and arterial streets which have transit routes.

Moderate-Scale Neighborhood Commercial Districts

These districts provide a wide range of comparison and specialty goods and services to a population greater than the immediate neighborhood, additionally providing convenience goods and services to local residents. These districts can be quite large in size and scale and may include up to four stories of commercial development, although most districts have less. They may include residential units on the upper stories. Due to the moderately-large scale and levels of activity, these districts should be located along heavily-trafficked thoroughfares which also serve as major transit routes.

Neighborhood Commercial Shopping Centers

These districts provide retail goods and services for car-oriented shoppers. Typically, the district contains mostly one-story and a few two-story buildings with a substantial amount of off-street parking. Except for the largest NC-S districts, goods and services can range from groceries to a full range of merchandise. Residential uses are permitted but are uncommon. Because these districts provide an alternative building format with more parking opportunities than the traditional liner shopping districts, they should be located where their design is compatible with existing neighborhood scale and where they compatibly supplement other traditional commercial districts in serving new or low-density areas.

Individual Neighborhood Commercial Districts
These districts generally are small- or moderate-scale commercial districts undergoing rapid economic change, or potentially subject to intense development pressure. In most districts, separate zoning controls specific to each district's particular needs and characteristics are needed to deal with the economic growth and land use changes which each area is experiencing. In some districts, eating and drinking uses have proliferated, displacing other types of retail goods and services needed by the neighborhood. Financial institutions, such as banks and savings and loan associations, have multiplied in certain districts, displacing other types of businesses, tending to concentrate and create nodes of congestion, and sometimes detracting from the visual and design character of the district. In many individual districts, special controls are necessary to protect existing housing from conversion to commercial use and encourage the development of new housing. Certain other districts in mature, low-density residential areas may require special controls to protect the existing scale and character of development and to prevent undue congestion.

Neighborhood Commercial Transit Districts
These districts serve high volumes of transit, pedestrian, and bicycle traffic, and therefore are oriented towards the pedestrian realm. These districts generally restrict automobile oriented services. They can be large or small in scale, but always accommodate ample housing. To maintain the mixed-use character of the district, most commercial uses are permitted on the ground floor and lower levels and housing is strongly encouraged at upper levels. The focus of service and retail uses are neighborhood serving, however transit districts generally offer comparison shopping for surrounding neighborhoods and may also offer niche or specialty shops and services. Individual districts often have specific zoning controls and design principles which detail specific preferences that acknowledge the existing context.

GUIDELINES FOR SPECIFIC USES, Auto-Oriented Facilities

Most uses have the potential to be auto-oriented, depending on the extent to which patrons, employees, and other visitors arrive by automobile. In general, however, the uses which tend to be the most auto-oriented are those which:

- Serve automobiles directly, such as gas or service stations, auto repair garages, or automobile washes;
- Serve customers while in their cars, such as drive-through windows for banking, food service or film processing;
- Provide convenience goods and services such as fast food restaurants or take-out food, convenience grocery stores, financial services (with ~~or without automated~~ *drive-up* teller services ~~*machines*~~*)*~~*, or post offices*~~;
- Sell bulky items or items purchased in volume such as furniture or appliance stores, supermarkets, and large discount stores; and
- Operate at times or for purposes ~~*for which*~~ *in such a manner that* most customers view alternate modes of transportation as impractical ~~*inconvenient, such as dinner restaurants, 24-hour stores, evening entertainment uses, and hospitals*~~.

Any use exhibiting some or all of these characteristics should be carefully evaluated for its potential impact on the transportation systems serving it (See Policy 9 for guidelines on parking demand analysis). Uses which are expected to generate significant adverse impacts on the transportation systems serving them should not be permitted.

Non-thoroughfare transit-preferential streets, collector, local and recreational streets which are located in residential areas, as designated in the Transportation Element of the Master Plan, are not considered appropriate for auto-oriented facilities. Certain major and secondary thoroughfares are appropriate for auto-oriented or drive-up facilities.

Such uses which exhibit these characteristics should not be located in areas where large numbers of children are present, in order to avoid pedestrian-vehicular conflicts. Typically, the use should not be within 500-foot walking distance of an elementary or secondary school.

Section 4. The Recreation and Open Space Element of the San Francisco

General Plan is herby amended to read as follows:

Objective 4: Provide Opportunities For Recreation And The Enjoyment Of Open Space In Every San Francisco Neighborhood.

Every neighborhood should be served by adequate public open space and recreation facilities. Neighborhood parks and recreation facilities are essential; many people are unable to use citywide facilities if they are not located nearby. This is especially important for the very young and for the elderly whose mobility is limited.

High land costs and a shortage of vacant sites restrict opportunities to provide new open space in many neighborhoods. For this reason, it is important that the city maximize use of existing facilities. Making the best use of parks and recreation areas can help offset the limited opportunities to create new ones and can bring the most immediate improvement in services to San Francisco neighborhoods.

This section has general policies for neighborhood open space and recreation. More detailed plans for neighborhood open spaces are included in Special Area Plans which have, or will be adopted as part of the General Plan. The general policies in this Element are applied in the preparation of the Special Area Plans, and more specific in this Element are applied in the preparation of the Special Area Plans, and more specific recreation and open space proposals are developed. The more specific proposals may be found in the following plans: Western Shoreline, Central Waterfront, Northeastern Waterfront, Chinatown, The Downtown, Rincon Hill, *Market Octavia*, and South Bayshore.

Section 5: The Transportation Element of the San Francisco General Plan is

herby amended to read as follows:

Policy 14.8
Implement land use controls that will support a sustainable mode split, and encourage development that limits the intensification of automobile use.
Land use controls that will lead to a sustainable mode split, and reduced congestion could include:

- *Establishing parking caps for residential and commercial uses*
- *Encouraging increased bicycle use by providing bicycle parking and related facilities, including showers and lockers at employment centers*
- *Requiring secure bicycle parking in new multifamily housing developments*

TABLE 1: CLASSIFICATION OF ELEMENTS IN VEHICLE CIRCULATION PLAN

Freeways

Limited access, very high capacity facilities; primary function is to carry intercity traffic; they may, as a result of route location, also serve the secondary function of providing for travel between distant sections in the city.

Major Arterials

Cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways; these are

routes generally of citywide significance; of varying capacity depending on the travel demand for the specific direction and adjacent land uses.

Transit Conflict Streets

Streets with a primary transit function which are not classified as major arterials but experience significant conflicts with automobile traffic.

Secondary Arterials

Primarily intra-district routes of varying capacity serving as collectors for the major thoroughfares; in some cases supplemental to the major arterial system.

Recreational Street

A special category of street whose major function is to provide for slow pleasure drives and cyclist and pedestrian use; more highly valued for recreational use than for traffic movement. The order of priority for these streets should be to accommodate: 1) pedestrians, hiking trails or wilderness routes, as appropriate; 2) cyclists; 3) equestrians; 4) automobile scenic driving. This should be slow and consistent with the topography and nature of the area. There should be adequate parking outside of natural areas.

Collector Streets

Relatively low-capacity streets serving local distribution functions primarily in large, low-density areas, connecting to major and secondary arterials. To be identified in area plans.

Local Streets

All other streets intended for access to abutting residential and other land uses, rather than for through traffic; generally of lowest capacity.

Living Streets

"Living streets" can include streets, alleys and other public rights-of-way. They serve as both an open space resource for residents and visitors as well as a thoroughfare for local traffic. Physical improvements to living streets should include traffic calming measures and consistent tree plantings to create a residential oriented open space amenity that co-exists with limited vehicular traffic. Living streets primarily serve pedestrians and bicyclists, but should also accommodate local automobile traffic and parking. On living streets, pedestrians take precedent over automobile traffic; programming may include pedestrian enclaves (see discussion following Policy 25.3).

Congestion Management (CMP) Network

The network of freeways, state highways and major arterials established in accordance with state Congestion F Management legislation. Transit Conflict Streets are included in this network as well.

Metropolitan Transportation System (MTS) Streets, Highways and Freight Network

A regional network for San Francisco of freeways, major and secondary arterials, transit conflict and recreational streets meeting nine criteria developed by the Metropolitan Transportation Commission as part of the Regional Transportation Plan. The criteria identify facilities that provide relief to congested corridors, improve connectivity, accommodate travel demand and serve a regional transportation function. Due to the specific nature of the criteria, the MTS street and highway network is generally consistent with, but not identical to, the CMP network.

Relationship Between Function and Physical Design

No rigid design standards can be established on the basis of the functional categories established above, although higher capacities will generally be associated with freeways and major arterials. Capacities must be determined on the basis of the level of traffic demand, the space available for traffic and the nature of the surrounding environment.

TABLE 2: DESIGN GUIDELINES FOR STREETS

Major and Secondary Arterials

Where residential uses abut on major and secondary arterials, they should be screened visually and physically wherever possible.

A consistent pattern of trees at regular intervals should be used to identify major streets.

Medians should be landscaped with attention given not to diminish the safety and sightlines of traffic, especially at intersections.

Extensive buffers should be used to separate busy arterials from active pedestrian areas.

Sufficient space should be provided in the right-of-way to allow safe bicycle movement on all city streets.

The brightness (apparent illumination) of street lighting should be greater than on residential streets and the color or hue different from that on residential streets.

Destination information should be concentrated on major streets with

signs used to route traffic on the major streets system.

Local Residential Streets

Excessive traffic speeds and volumes should be restricted and discouraged by **every means possible.**

Where possible, vehicular access directly to and from local streets should be from other than major arterials, e.g., via a secondary arterial or collector street.

When alternate access is possible, residences should not access to major arterials.

Local streets, other than collectors, should be primarily for access to residences and to serve for emergency vehicles; pedestrian-dominant streets with the maximum feasible amount of street space devoted to environmental amenities desired and needed by the residents.

Residential streets should be well-lighted without being excessively bright.

Sufficient space should be provided in the right-of-way to allow safe bicycle movement on all city streets.

Intersections

All intersections should accommodate safe pedestrian crossings. Accommodations may include bulb-outs to shorten the distance that pedestrians must cross; pedestrian refugees in the middle of major arterials such as Market Street, for pedestrians to rest safely if they do not cross within one light cycle; and preferential or on-demand signaling for intersections with low pedestrian volumes. Every street intersection should accommodate pedestrian crossings safely; intersections that sacrifice pedestrians crossing opportunities to better accommodate automobile traffic should be re-designed.

Street width, traffic controls, destination and route information and illumination should be maximized at the intersection of two major arterials.

Two intersecting residential streets should have minimal roadway width, wide sidewalks and no change in illumination from that on the streets themselves.

Intersections of residential streets and major arterials that are not transit corridors should be minimized; where they must intersect, cross and left-turn movements should be limited by curb alignments or medians.

TABLE 3: GUIDE TO THE VEHICLE CIRCULATION PLAN

NOTE: This section refers to the **Vehicle Circulation Plan** map. Except where indicated no increase in the vehicular capacity of any thoroughfare is intended.

Bernal Heights Boulevard

This boulevard should function as a recreational street, with emphasis on pedestrian and bicycle use and with minimal auto capacity.

Central Freeway

Alternatives to retrofitting the portion north of Mission Street should address and resolve the urban design, street livability (especially Oak, Fell and Laguna) and environmental problems created by the existing viaduct.

Areas directly beneath the Central Freeway should be activated to minimize the division between neighborhoods, and barriers for pedestrians. Activation of these spaces could be achieved through the development of commercial facilities, recreation spaces or other pedestrian traffic generating uses.

A comprehensive study of benefits and impacts of removal of the Central Freeway south of Market Street should be conducted. This study should include analysis of the impacts and benefits on surrounding neighborhood livability, local and regional transportation, especially Muni and regional transit services, and economic impacts.

Cross-Over Drive

There should be no connection with John F. Kennedy Drive. The Drive should be redesigned to minimize its intrusion in the Park, with a capacity similar to Park-Presidio Boulevard, and should be carefully aligned to avoid tree removal.

Doyle Drive

This road should be improved for greater safety and minimal conflict with the recreational and scenic values of the Presidio; design capacity should be no greater than three lanes in each direction.

The Embarcadero

The roadway between Mission Bay and North Point Streets is being reconstructed as an attractive landscaped roadway having at least two

moving lanes in each direction, an exclusive transit right-of-way, bicycle lanes and separated access and loading areas at piers in maritime use.

Frederick Street

If Kezar Drive is reconfigured, this street would no longer be required for truck traffic and should be changed to a local street function.

Geary Boulevard

To the extent possible most east-west travel in the Western Addition and Inner Richmond should be channeled onto this street to divert traffic from nearby residential streets. Employing TSM measures at key intersections and improved left-turn connections are desirable.

Gough Street

This street should not be widened or made unidirectional north of Pine Street. *Transportation improvements on this street should be conscious of increased transit and pedestrian activity where the Hayes Gough Neighborhood Commercial Transit district crosses Gough Street.*

Great Highway

The design capacity of this road should be reduced substantially to correspond with its recreational function; emphasis to be on slow pleasure traffic, bicycles and safe pedestrian crossings.

Guerrero Street

Although Guerrero, Valencia and South Van Ness serve as major and secondary arterials at the present, the improvement of transit service should be accompanied by steps to reduce through traffic and make these streets more compatible with residential uses.

Harney Way

Proposed to serve Candlestick Park, Hunter's Point and new freight, commercial and recreational development. Refer to South Bayshore and Hunter's Point Naval Shipyard Conversion Plan.

John F. Kennedy Drive

Through, non-park automobile traffic on this recreational drive should be eliminated.

Kezar Drive

This road should be reconfigured to restore the corner of the park to full recreational use; design capacity no greater than that of the Fell and Oak couple.

Market Street

~~*This street should be no more than four through traffic lanes between Octavia and Castro Streets*~~*. Market Street should be honored and protected as San Francisco's visual and functional spine. The City should engage in a comprehensive redesign of Market Street from the Embarcadero to Castro Street. Improvements to Market Street should emphasize its importance for pedestrians, cyclists, and transit.*

Nineteenth Avenue

This heavily trafficked street should be landscaped as a parkway with the same capacity. Simultaneous measures should be taken to maintain the low levels of through traffic on parallel streets.

OShaughnessy Boulevard

Functionally, this route must provide for crosstown movements; in design, it should remain a scenic-recreational drive, not intended for heavy traffic.

Pine Street-Bush Street

As transit service in the corridor is improved, priority should be given to calming traffic and landscaping along these residential streets west of Van Ness Avenue.

Valencia Street

This street should act as a neighborhood collector street as well as a principal bicycle arterial.

POLICY 20.2
Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.

Limiting curbcuts allows traffic, specifically transit vehicles, to proceed more efficiently. New curb cuts for access to private property should be avoided when possible. In some instances, curb cuts are restricted.

See Map 9 of the Market Octavia Plan Area

Policy 20.13
Create dedicated bus lanes and Bus Rapid Transit (BRT) lanes to expedite bus travel times and improve transit reliability.

On some transit oriented and transit important streets dedicated bus lanes and Bus Rapid Transit lanes should be installed to expedite transit travel times and improve transit

reliability. Analysis consistent with the City's Transit First Policy should determine the most appropriate routes for dedicated lanes.

Policy 20.14
Engage new technologies that will emphasize and improve transit services on transit preferential streets.
Reliability and efficiency of service impact a users' decision to select transit over alternative modes of transportation. Modern technologies such as transit preferential signaling and transit tracking and notifications such as Next Bus, can increase transit reliability, efficiency and use. The City should install technologies with these objectives on transit preferential streets.

POLICY 24.5
Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or "living streets", especially in neighborhoods deficient in open space.

San Francisco should make improvements to streets and alleys and widen sidewalks to enhance their role in the City's open space network. In many neighborhoods currently underserved by open space there is little opportunity to create significant new parks due to a lack of available land. In high-density areas the streets afford the greatest opportunity for new public parks and plazas. Public open space gives a neighborhood its identity, a visual focus, and a center for activity. Residents and visitors would have an opportunity to experience some of the benefits of open space if streets, alleys and sidewalks were modified. Sidewalks can be widened and landscaped to accommodate open space needs and establish or strengthen neighborhood identity. The Market and Octavia Area Plan provides a number of "living street" proposals which should be studied further.

POLICY 25.1, TABLE 5: Pedestrian Classification System

There are ~~*three*~~ *four* types of pedestrian streets: Exclusive Pedestrian, Living Street, Pedestrian-oriented Vehicular, Vehicular Thoroughfare that are manifested in a variety of conditions as outlined below.

Exclusive Pedestrian Street:
Street on which vehicles are not permitted (except for transit vehicles and bicycles).

Living Street:
A street or alley designed to enhance its role in the City's open space network and to provide a visual focus for neighborhood activity and use.

Pedestrian-oriented Vehicular Street:

Street with vehicular traffic that has significant pedestrian importance. Design treatments and measures to ensure that pedestrians movement remains a primary function should be employed.

Vehicular Street:
A Major Arterial or freeway as identified in the Master Plan. While pedestrian traffic must be accommodated on every street except a freeway, a balance between vehicle and pedestrian movement must be maintained.

POLICY 25.3
Develop design guidelines for pedestrian improvements in Neighborhood Commercial Districts, Residential Districts, *Transit-Oriented Districts*, and other pedestrian-oriented areas as indicated by the pedestrian street classification plan.

The design guidelines ensure identifiable, pedestrian-oriented treatments for important pedestrian streets and set minimum standards for the placement of pedestrian streetscape elements.

Pedestrian Enclaves
The City can also improve portions of public rights-of-way to improve neighborhood character and provide open space improvements on portions of streets by establishing "pedestrian enclaves." Pedestrian enclaves are defined by location rather than size; enclaves can utilize portions of the street and can establish broad corner bulb-outs. They should provide either restful space for pedestrians to enjoy a moment of reflection or active space such as open air weights or a dog obstacle course. In all cases, the design of the space should be mindful of adjacent activities and uses. In most cases enclaves should include benches, landscaping, and should improve the streetscape environment. A vista, garden, or streetscape view should be included to provide the user with a springboard for reflection. Examples of pedestrian enclaves include bulb outs on Noe Street north of Market Street, Octavia Square at the base of Octavia and Market, and could include programming on some major transit plazas. Pedestrian enclaves serve a very localized population.

POLICY 25.4, TABLE 6: Pedestrian Network Streets And Design Guidelines

Citywide Pedestrian Network Street
Definition:
An inter-neighborhood connection with citywide significance" includes both exclusive pedestrian and pedestrian- oriented vehicular streets, e.g. Market, California, Van Ness, 24th.

- On a large scale, the Citywide Pedestrian Network connects much of the northern part of the city.
- Includes the Bay, Ridge, and Coast trails (part of a regional system).
- Includes stairways and other exclusive pedestrian walkways.
- Used by commuters, tourists, general public, and recreaters.
- Enhances walking as a primary means of commuting. Connects major institutions with transit facilities.

Design Goals.

- Visible marker/connection throughout to tie network together.
- Pedestrian movement is a priority and should not be compromised.
- Minimize conflicts with other modes.
- Priority street for pedestrian improvements (safety, access, aesthetics, and circulation)
- Pedestrian scale and orientation for street improvements and building frontages.
- Use non-obtrusive signage or markers along regional trails (Bay, Ridge and Coast) to alert pedestrians to changes in trail direction, and integrate and make consistent with symbols, markers and signage used throughout the regional system.

Neighborhood Network Street (intra-neighborhood connection)
Definition A neighborhood commercial, residential, or transit street that serves pedestrians from the general vicinity. Some Neighborhood Network Streets may be part of the citywide network, but they are generally oriented towards neighborhood serving uses. Types include exclusive pedestrian and pedestrian-oriented vehicular streets*, and living streets.*

Section 6: The Civic Center Area Plan of the San Francisco General Plan is

herby amended to read as follows:

POLICY 1.1 Emphasize key public buildings, particularly City Hall, through visually prominent siting.

The symbolic importance of key public buildings should continue to be emphasized by maintaining them in highly visible settings. New development in or adjacent to the Civic Center should preserve the visibility and dominance of City Hall. Street views should be clear of distracting features and obstructions such as overhead utility lines, overhead pedestrian crosswalks, or buildings over a street right-of-way. *In the past, views to City Hall were obstructed by the Central Freeway.* Where an ~~*existing*~~ *obstruction* exists, such as the Central Freeway *in*

Hayes Valley once did, it should be removed if possible, and if not, its presence should be minimized by landscaping and/or by other appropriate screening.

Major civic plazas and open spaces can also emphasize the symbolic significance of buildings. Major open spaces such as the Civic Center Plaza and Fulton Mall should be retained and designed to facilitate ceremonial and civic events appropriate to the Civic Center.

OBJECTIVE 3:

Provide Convenient Access To And Circulation Within The Civic Center, And Support Facilities And Services.

Successful functioning of the Civic Center as a major daytime and nighttime activity center requires convenient access to and circulation within the area. *The Civic Center is linked to the city and the region by local bus and train lines, the Bay Area Rapid Transit system (BART), and bicycle lanes. Increasing residential development in neighboring areas such as Mid-Market and Market Octavia, greatly increases the number of trips to the Civic Center on foot, bicycle, or transit. Regular trips, such as those made daily by employees, and long term trips, those made for more than 6 hours during daytime peak periods, should be made without an automobile. Long-term parking is incongruous with the needs of an area rich in transit, bicycle, and pedestrian options, especially given land constraints. Parking in the Civic Center should be short term parking; if additional parking is developed it should not consume additional land area, but be limited to additions to existing short term parking facilities.*
~~*Long-term parking, particularly by employees, is a wasteful use of limited space. Access should be primarily by public transit for employee trips to the Civic Center, while public parking should be provided for short-term visitors to the Center.*~~

~~*Daily requirements of Civic Center employees, government officials and visitors should be accommodated by conveniently located support services and facilities.*~~

POLICY 3.2
~~***Locate parking facilities beyond the western periphery of the Civic Center core, with direct vehicular access to major thoroughfares.***~~ ***Allow an increase in short term parking supply when it builds on existing supply and does not consume additional land.***

Major vehicular activity should be diverted from the Civic Center core so that the formal and pedestrian character of the core is not disrupted by the speed and noise of heavy traffic. Parking facilities should be ~~*located at the western periphery of the core and related directly to major thoroughfares.*~~ *managed efficiently to improve safety and accessibility. Limit increases in parking supply to existing facilities or where least disruptive to the neighborhood character.*

- *Sufficient high-turnover spaces for short-term shopping and errand running trips should be made available through the provision of time-limited, metered parking, and pricing policies that discourage all-day parking and support turnover.*
- *Sufficient parking should be maintained for the major arts and educational institutions in the area, but these spaces should be priced at rates comparable to those in the Downtown, and these prices should be made visible to individual users. Access and personal safety improvements should be made to the Civic Center Garage to serve patrons of area cultural institutions.*
- *Improve personal security for evening parkers through significant urban design changes and security personnel.*
- *Adjust pricing structures, including the elimination of the early-bird rate.*
- *Implement real-time information regarding parking availability in parking garages.*
- *Introduce evening valet parking at the Civic Center parking garage.*
- *Provide a parking shuttle to and from the Civic Center Garage for events at cultural institutions in the area.*

New off-street parking, if built within the core, should not be a predominant use. Rather, it should be auxiliary to another major use and for the most part should be constructed below grade.

Parking areas and car pools for governmental cars should be located within the Civic Center area to provide for the efficient utilization of these vehicles by governmental employees for official business.

Section 7: The Downtown Area Plan of the San Francisco General Plan is herby

amended to read as follows:

POLICY 18.4

Locate any new long-term parking structures in areas peripheral to downtown *only if these areas are not "transit-oriented" neighborhoods*. Any new peripheral parking structures should: be concentrated to make transit service efficient and convenient; be connected to transit shuttle service to downtown; provide preferred space and rates for van and car pool vehicles.

New parking should not be developed in adjacent transit-oriented neighborhoods, especially if they are well served by transit or will adversely effect the neighborhood character.

APPROVED AS TO FORM:

Susan Cleveland-Knowles, Deputy City Attorney

By: _____

Deputy City Attorney